

CEQA

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE BAY AREA 2004 OZONE STRATEGY

To: Interested Agencies, Organizations and Individuals

Subject: Notice is hereby given that the Bay Area Air Quality Management District (BAAQMD) will be the lead agency and will prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA), in connection with the project described in this notice. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) will be responsible agencies for this project under CEQA. This Notice of Preparation is being prepared pursuant to California Public Resources Code § 21080.4 and CEQA Guidelines Section 15082.

Project Title: Bay Area 2004 Ozone Strategy

Project Location: The Ozone Strategy will apply within the jurisdiction of the BAAQMD, which includes all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties, and the southern portions of Solano and Sonoma counties. A map of the BAAQMD is attached to this Notice of Preparation.

Project Descriptions: The proposed Ozone Strategy will address two separate and different sets of air quality planning requirements under State and Federal law. The proposed Ozone Strategy will include stationary source control measures, transportation control measures (TCMs), mobile source control measures and other measures to reduce emissions of the pollutants that form ground-level ozone. Measures may be implemented by the BAAQMD, MTC, ABAG and other parties.

The proposed Ozone Strategy will set forth strategies to make progress toward attainment of the California 1-hour ozone standard.

The proposed Ozone Strategy will also provide for maintenance of the national 1-hour ozone standard and will include (1) control measures that serve as contingency measures to go into effect if a violation of the national 1-hour ozone standard occurs during the maintenance period, and (2) control measures that replace Transportation Control Measure (TCM) 2, a TCM included in the 1982 Bay Area Air Quality Plan, and provide more expeditious emission reductions than those expected from TCM 2.

The BAAQMD is charged under the California Clean Air Act with the responsibility for adopting the elements of the Ozone Strategy addressing state air quality planning requirements. The BAAQMD, along with MTC and ABAG, will collectively adopt the elements of the Ozone Strategy addressing the national 1-hour ozone standard and control measures to replace TCM 2. Upon adoption, all elements of the Ozone Strategy will be transmitted to the California Air Resources Board for approval under the requirements of the applicable state and federal clean air acts. Only the elements addressing the national 1-hour ozone standard and the control measures to replace TCM 2 will be transmitted to the U. S. Environmental Protection Agency for inclusion in the state's federal air quality plan called the California State Implementation Plan. A more detailed Project Description begins on the page 3.

Probable Environmental Effects: The project is intended to and expected to benefit public health and the environment by reducing emissions of the air pollutants that form ozone. However, implementation of the control measures described in the project could result in secondary environmental effects if, for example, any means used to reduce these emissions causes impacts to water, air quality, energy, hazards and hazardous materials, noise, public services and transportation.

Response: This notice provides information on the above project and provides you an opportunity to submit comments on potential environmental effects that should be considered in the EIR. If the proposed project has no bearing on you or your agency, no action on your part is necessary. Due to the time limits mandated by State law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice. If you or your agency wishes to submit comments, they may be sent to BAAQMD Senior Planner, Joseph Steinberger, via the contact information below. Individuals or agencies concerned with the environmental effects of the proposed Ozone Strategy may also provide comments in person at a scoping meeting to be held at the following place and time.

Scoping Meeting

**MetroCenter
Auditorium
101 8th Street
Oakland, CA
Tuesday, April 20, 2004
9:00 – 11:00 am**

Written Comments

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Date: May 1, 2004**



Jack P. Broadbent
Executive Officer/Air Pollution Control Officer

Project Description

Ozone in the lower atmosphere is an air pollutant that is harmful to humans because it causes respiratory problems. Ozone also reduces crop yields and accelerates deterioration of paints, finishes, rubber products, plastics, and fabrics. In 1979, the United States Environmental Protection Agency (EPA) established a health-based ambient air standard for ozone. This national 1-hour ozone standard is set at 0.12 parts per million (ppm) averaged over one hour. California has a separate standard for ozone set at 0.09 ppm, also averaged over one hour. The San Francisco Bay Area air basin is designated as a nonattainment area for the California 1-hour ozone standard and is seeking redesignation to attainment for the national 1-hour ozone standard.

The Bay Area Air Quality Management District (BAAQMD), in conjunction with the Metropolitan Transportation Commission and the Association of Bay Area Governments, is preparing the Bay Area 2004 Ozone Strategy. The proposed Ozone Strategy outlines a strategy for making progress toward attainment of the California 1-hour ozone standard in the Bay Area. The proposed Ozone Strategy is also intended to separately demonstrate continued attainment of the national 1-hour ozone standard in the Bay Area. This Notice of Preparation of an Environmental Impact Report addresses the proposed Ozone Strategy.

The San Francisco Bay Area air basin, in which the proposed Ozone Strategy would apply, encompasses all of seven counties—Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Napa, and portions of two others—southwestern Solano and southern Sonoma. The BAAQMD is governed by a 21-member Board of Directors, made up of elected officials apportioned according to the population of the represented counties. The Board has the authority to develop and enforce regulations for the control of air pollution from non-vehicular sources within its jurisdiction.

Because ozone is formed through chemical reactions between reactive organic gases (ROG) and nitrogen oxides (NOx) in the presence of sunlight, efforts to reduce ozone seek to limit emissions of ROG and NOx into the atmosphere. In general, ROG comes from evaporation or incomplete combustion of fuels, from the use of solvents in cleaning operations and in paints and other coatings, and in various industrial and commercial operations. NOx is produced through combustion of fuels by mobile sources – cars, trucks, construction equipment, locomotives, aircraft, marine vessels – and stationary sources such as power plants and other industrial facilities.

Exceedances of the California and national ozone standards in the Bay Area have decreased significantly with the regulation and reduction of ozone precursor emissions (i.e. ROG and NOx). This improvement is due to State and national regulations requiring cleaner motor vehicles and fuels, BAAQMD regulations requiring reduced emissions from industrial and commercial sources, as well as programs to reduce the use of motor vehicles.

Proposed control measures in the Ozone Strategy will augment the extensive federal, state, regional and local regulations and programs that are already in place. They may include, but are not limited to, more stringent controls on stationary sources such as refineries, transportation control measures to reduce vehicle use and emissions, and incentives to reduce emissions from mobile sources.

Attainment of California 1-Hour Ozone Standard

The Ozone Strategy will include an assessment of the region's progress toward attaining the California ozone standard and reducing exposure to ozone. The State has not set a deadline to attain the California 1-hour ozone standard. The Ozone Strategy will identify "all feasible measures," as required by the California Clean Air Act, for control of ozone precursors that will assist the Bay Area in attaining the California ozone standard and address pollutant transport to downwind regions. The Ozone Strategy will be prepared in accordance with applicable provisions of the California Clean Air Act. It will update the Bay Area 2000 CAP adopted by the BAAQMD Board of Directors on December 20, 2000.

Measures included in the Ozone Strategy are expected to produce environmental benefits by reducing emissions of ozone precursors. The environmental review of the Ozone Strategy will evaluate whether any measures will have secondary adverse environmental impacts, which could occur, for example, through the use of an emission reduction technology that itself may cause some adverse impact. The BAAQMD has prepared a preliminary list of measures that may be included in the Ozone Strategy. The list is likely to undergo further revision as the Ozone Strategy is finalized. Based on the Bay Area's atmospheric photochemistry, control measures that reduce ROG are the most helpful in the expeditious attainment of national and state ozone standards. The preliminary measures would reduce ROG emissions from the emission sources listed below:

- Autobody refinishing
- Refinery wastewater systems
- Refinery flares
- Gasoline bulk terminals and plants
- Graphic arts operations
- High emitting spray booth operations at industrial surface coating facilities
- Loading of marine vessels with petroleum cargos
- Polyester resin operations
- Organic liquid storage tanks
- Refinery pressure relief devices
- Coating of wood products

The environmental review of the proposed Ozone Strategy will also examine the environmental effects of some stationary source measures that reduce NO_x emissions. In general, atmospheric models and ambient measurement show that, due to the nature of Bay Area atmospheric photochemistry, reducing Bay Area NO_x emissions may increase localized Bay Area ozone levels. However, under some circumstances, reducing Bay Area NO_x emissions may reduce ozone levels downwind of the Bay Area. NO_x reductions will also help reduce levels of fine particulate pollution in the Bay Area. The BAAQMD has identified preliminary measures that would reduce NO_x emissions from the following sources:

- Boilers, steam generators, and heaters
- Stationary gas turbines

The environmental analysis will also examine the environmental effects from enhancements to the 19 existing transportation control measures (TCMs) in the 2000 CAP listed below. The enhancements include measures to improve rail, bus and ferry service, ridesharing facilities and programs, bicycle and pedestrian facilities, parking programs, smart growth programs, and Spare the Air program enhancements.

- TCM 1: Support Voluntary Employer-Based Trip Reduction Programs
- TCM 3: Improve Local and Areawide Bus Service
- TCM 4: Improve Local and Regional Rail Service
- TCM 5: Improve Access to Rail and Ferries
- TCM 6: Improve Interregional Rail Service
- TCM 7: Improve Ferry Service
- TCM 8: Construct Carpool / Express Bus Lanes on Freeways
- TCM 9: Improve Bicycle Access and Facilities
- TCM 10: Youth Transportation
- TCM 11: Install Freeway / Arterial Metro Traffic Operations System
- TCM 12: Arterial Management Measures
- TCM 13: Transit Use Incentives
- TCM 14: Improve Rideshare / Vanpool Services and Incentives
- TCM 15: Local Land Use Planning and Development Strategies
- TCM 16: Intermittent Control Measure / Public Education
- TCM 17: Construct Demonstration Projects
- TCM 18: Transportation Pricing Reform
- TCM 19: Pedestrian Access and Facilities
- TCM 20: Traffic Calming

The environmental analysis of the proposed Ozone Strategy will also evaluate mobile source measures that encourage vehicle maintenance and the use of low-emission vehicles, engines, fuels and lubricants (e.g. synthetic motor oil) and reduced idling by trucks and other diesel equipment. It will also examine additional measures that are being considered for inclusion in the proposed Ozone Strategy but do not fit into the previous source categories. These measures include clean air labeling, energy conservation, and public education programs.

Maintenance of National 1-Hour Ozone Standard

The Ozone Strategy will also contain a demonstration that the national 1-hour ozone standard has been attained, provide for maintenance of the standard, and include contingency measures to be implemented if a violation of the standard occurs in the future. This portion of the Ozone Strategy will be prepared in accordance with applicable provisions of the federal Clean Air Act.

This portion of the Ozone Strategy will also propose a transportation control measure (TCM) replacement. Federal air quality planning regulations allow for the replacement of existing control measures with other control measures provided the measures achieve emission reductions equal to or greater than the measures being replaced. The environmental review of the Ozone Strategy will examine the proposed measures that would replace TCM 2 (titled "Support post-1983 improvements identified in transit operator's 5-year plans...") in the 1982 Bay Area Air Quality Plan. The proposed replacement of TCM 2 would be accomplished through substitution of measures which meet the emission reduction requirements of TCM 2.

